

Map IX-C provides information on the range of real estate values within the downtown area. The figures indicated include both the land and the buildings. For the purpose of this study, only the eight core blocks are scanned for such information. The usual "front feet" measurement unit is discarded in favor of "square feet" as several uncommonly large parcels of land are to be found within this area. Information so revealed helps to determine the financial feasibility of the proposed scheme since the initial purchasing cost of land and buildings often constitute a formidable hurdle in the development process and the purchasing cost is largely determined by the fairly assessed taxable value of the real estate.

Map IX-D, Proposed Downtown Activity Zones is immediately followed by Map IX-E, Proposed Circulation and Parking Scheme, the two basic steps in planning an area. The location and the extent of the proposed activity zones or land uses of the downtown area is based largely upon the current development patterns and the growth trends observed. The few constraints are as follows: the residential blocks be protected from other uses and the industrial and wholesale storage uses be excluded from the eight downtown blocks as well as the immediate fringe areas. The principles and practice of sound industrial, agricultural, retail and residential development are to be abided by throughout.

Map IX-E illustrates the general scheme for traffic circulation and parking. The major objectives of the long-range proposals are as follows:

- The gradual "weaning" of all through traffic or other traffic not destined for the downtown area. The chief beneficiary is intended to be Market Street where the